

# **EAST MAIN STREET BUS RAPID TRANSIT PHASE I ARCHAEOLOGY SURVEY SHORT REPORT**

**CENTRAL OHIO TRANSIT AUTHORITY**

**REVISION #4**

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# 1. INTRODUCTION

Lawhon & Associates, Inc. (L&A), under contract with Kimley-Horn and Associates, Inc., conducted a disturbance assessment of the East Main Street Bus Rapid Transit (BRT) project in Franklin and Licking counties, with a Phase I Archaeology Survey of a 14.7-acre site proposed for the Eastwood Terminal component in Etna Township, Licking County, Ohio (Figure 1-3). The project is funded through a Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program and is being administered by the Central Ohio Transit Authority (COTA). The East Main Bus Rapid Transit (BRT) project is a proposed 13.6-mile BRT corridor that travels along East Main Street from Downtown Columbus through Reynoldsburg in Franklin County and Licking County, Ohio. The East Main Street BRT Corridor is a part of Central Ohio's regional growth and mobility initiative called LinkUS. LinkUS aims to make historic investments in transit, sidewalks, bikeways, trails, and roadway improvements that will encourage more walkable connected communities that will increase opportunity for all. By 2050, LinkUS aims to integrate five new rapid transit corridors, including the East Main Street BRT Corridor.

The East Main Street BRT corridor is expected to operate along eight miles on a dedicated guideway with the remainder in mixed traffic lanes and will be served by 17 stations. While this project will require significant roadwork along the entire route, the only portion of the project with ground-disturbing activities with the potential for impacting archaeological resources is at the very eastern end of the corridor, where the Eastwood Terminal is proposed for construction. The remainder of the corridor was subjected to a disturbance assessment to record the lack of potential for impacts to archaeological resources. L&A produced a separate Phase I History/Architecture Survey report that presents the results of a history/architecture assessment for the entire 13.6-mile corridor (Carmichael and Elliot 2025).

The Area of Potential Effects (APE) is different for each project. According to 36 CFR 800, the APE is defined thusly:

the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for various kinds of effects caused by the undertaking.

The APE considers the effect that the proposed project will have on the project area itself and on the areas surrounding the project. Direct effects are typically equivalent with the construction footprint of the project but may also include the change of setting to the landscape that may affect resources outside the construction footprint. Indirect effects are impacts that may occur outside of the construction footprint that could result in a lessening of integrity to significant resources. For example, rerouting of a stream could theoretically increase erosion elsewhere along its course, affecting a nearby archaeological site, or the improvement of a road intersection could make an area more attractive for development, irreversibly changing the character of a historical agricultural landscape.

The archaeology portion of a cultural resources survey typically addresses potential direct effects by systematically investigating the area within the construction limits for subterranean resources. However, any

project action that may result in a reasonably foreseeable indirect effect within or beyond the construction limits would need to be considered as well. This is typically addressed by the history/architecture portion of the study, but again, archaeology concerns may exist beyond the construction limits as well. Likewise, sometimes above-ground historical resources exist within the construction limits of a project and need assessment for significance. A full cultural resources investigation evaluates the potential effects of a project on any cultural resources that may exist within the entire APE.

After assessing the potential for archaeological impacts across the entire E. Main project corridor (see Section 4 for a detailed discussion), the APE for the archaeological survey component of the East Main Street BRT project is considered as the 14.7-acre parcel located at the eastern terminus of the project corridor along US40 in Etna Township, Licking County (the Eastwood Terminal location). Most of this location is wooded, with the recently-constructed Eastwood residential complex directly north. The access road for the development cuts through the APE and there is associated disturbance from construction; otherwise, the APE remains wooded. The horizontal extent of the APE includes the parcel limits, although the full extent of project development within this parcel is not yet determined. The maximum horizontal extent of the parcel measures approximately 1,700 feet east-west by 605 feet north-south. The vertical depth of the APE is not confirmed but is expected to extend into the B horizon soils. Visual effects are not included in this APE definition as it is solely concerned with effects to archaeological resources. In 2022, another archaeology firm performed a Phase I archaeology survey that included the current APE. This information was not present in the SHPO GIS database until after fieldwork was completed. The results of the current survey conform with the 2022 findings, with the additional determination that the one site identified during that survey, LI3046, was completely destroyed by earthmoving activities associated with the recent residential development.

L&A conducted the archaeological investigations for this project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 2016, 54 U.S.C. § 306108 and with Ohio Revised Code § 149.53. The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (NPS 1998) are the standards and guidelines used to develop survey methods. This document meets the standards established by the Advisory Council on Historic Preservation and the revised Section 106 (36 CFR Part 800) regulations that went into effect on August 5, 2004. The federal standards and guidelines are supplemented by the procedures presented by the State Historic Preservation Office (OHC 2022). The goals of this survey are to determine if cultural resources exist in the project area and if any identified resources are eligible for inclusion in the National Register of Historic Places (NRHP).

L&A conducted the archaeological fieldwork on April 14, 2025. The field crew included Paolo Panunzio, Mason Barnett and Sam Meanor. Andrew R. Sewell, RPA, was the principal investigator for this project. Andrew R. Sewell, RPA, and Mason Barnett wrote this report. The crew used subsurface testing and visual inspection to survey the project area. The survey found that the site area for 33LI3046 was completely disturbed with no evidence for any of the features or artifacts observed in 2022, and it did not result in the identification of undocumented archaeological resources.

## 2. ENVIRONMENTAL SETTING

The environmental setting contextualizes the cultural investigations within the natural environment. Since environmental factors influenced much pre-contact activity, either directly or indirectly, the environmental setting contributes to the understanding of behaviors exhibited by the former inhabitants of an archaeological site. Environmental and geographical conditions affected the function, social status, and productivity of historical sites as well, among other factors. Understanding the environmental setting is a key element of the interpretation of archaeological sites. For this report, the environmental setting focuses on the 14.7-acre location of the Eastwood Terminal site and not the entire length of the BRT corridor, as that location was the only part of the project corridor that required physical testing.

### 2.1. CLIMATE

Licking County is in the moist subtropical mid-latitude climate zone, having somewhat mild winters and warm and humid summers. The annual rainfall in the county is approximately 42 inches, with most falling in June. Average snowfall is about 18 inches, with most falling in January (US Climate Data 2025).

### 2.2. PHYSIOGRAPHY AND GEOLOGY

The project area in Licking County is in the Galion Glaciated Low Plateau Region of the Till Plains in central Ohio (Brockman 1998). The topography within this part of the county consists of rolling uplands between the rolling till plains and hilly glaciated plateau. Devonian and Mississippian-age bedrock is the primary geological component, containing dolomites and limestones in its lower formations and shales and siltstones along its upper formations (Stout and Schoenlaub 1945). The glacial till that dominates the area generally consisted of fine-textured material dating to the late Wisconsinan advance. Within the local topography, the project area is situated in a flat plain adjacent to State Route 40. An ephemeral stream bisects the Eastwood Terminal project location in the northern and western portions (Figure 4).

### 2.3. SOILS

The project area is located within the Bennington-Pewamo-Centerburg soil association (USDS SCS 1992), consisting of nearly level and gently sloping, somewhat poorly drained, very poorly drained, and moderately well drained soils formed on till plains. Three individual soil types are present within the Eastwood Terminal location that was subjected to physical testing (Table 1; Figure 5). Within the remainder of the highly developed project area, soils consist mainly of Urban Land complexes reflecting a lack of native soil integrity, although there are a few small areas mapped as non-Urban Land types (Table 1). However, aerial photography suggests these non-Urban Land soils within the project corridor should for the most part be considered Urban Land as well. Soil descriptions are from the USDA NRCS web soil survey (2025).

Table 1. Non-Urban Land Soils mapped within the Project Corridor  
Soils with an asterisk associated with Eastern Terminal location

| Soil Symbol | Soil Name                                                   | Landform                         | Drainage        | Parent Material |
|-------------|-------------------------------------------------------------|----------------------------------|-----------------|-----------------|
| BeA*        | Bennington silt loam, 0 to 2 percent slopes                 | Ground and End Moraines          | Somewhat Poor   | Loamy Till      |
| BeB*        | Bennington silt loam, 2 to 6 percent slopes                 | Ground and End Moraines          | Somewhat Poor   | Loamy Till      |
| Cn*         | Condit silt loam, 0 to 1 percent slopes                     | Ground Moraine                   | Very poor       | Loamy Till      |
| Cr1B1       | Cardington silt loam, 2 to 6 percent slopes                 | Ground and End Moraines          | Moderately Well | Loamy Till      |
| Cr1C2       | Cardington silt loam, 6 to 12 percent slopes                | Ground and End Moraines          | Moderately Well | Loamy Till      |
| Ee          | Eel silt loam, 0 to 2 percent slopes, occasionally flooded  | Floodplains and Floodplain Steps | Moderately Well | Alluvium        |
| Rs          | Ross silt loam, 0 to 2 percent slopes, occasionally flooded | Floodplains and Low Terraces     | Well            | Loamy Alluvium  |
| Sh          | Shoals silt loam, occasionally flooded                      | Floodplains                      | Somewhat Poor   | Alluvium        |

## 2.4. HYDROLOGY

The major drainage in Licking County is the Licking River, located 9.27 km (5.76 miles) northeast of the Eastwood Terminal location. An unnamed tributary of Blacklick Creek drains the Eastwood Terminal location, located about 313 m (1,000 ft) east.

## 2.5. FLORA AND FAUNA

Prior to settlement in the region, natural phenomenon such as glaciations during the Pleistocene and the associated climate changes had a major effect on plant and animal communities (Anderson and King 1976). As the glaciers retreated and the climate warmed, tundra ecosystems with their characteristic plant and animal life retreated north, and forests covered much of Ohio, bringing with them an entirely different community of life. Some areas of Ohio developed into prairies or vast marshes. Small pockets of typically boreal plant and animal communities persisted in some areas, such as ravine habitats in the Hocking Hills and northern Ohio.

The modern animal and plant life in the county bears little resemblance to those present prior to wide-scale nineteenth century settlement in the region. These changes are attributable to habitat loss and change, purposeful extirpation of predators, unchecked hunting, and introduction of non-native species. Early settler accounts of the region provide useful information on the original ecosystem of this part of the state, supplemented by information from the archaeological record. The earliest recorded land surveys classified the natural vegetation in this region as beech forestation (Gordon 1966; Forsyth 1970).

Modern patterns of land use have altered historical animal and plant community distributions and populations. The fauna historically inhabiting the general region of the survey area included several species of mammals, birds, reptiles, amphibians, and fish. Many species are no longer present due to the drastic habitat changes in the region, competition with invasive species, and historical periods of overhunting (Anderson and King 1976).

In summary, the environmental information indicates a rich pre-contact environment with a variety of resources. A variety of plants characterized a diverse floral environment exploitable by humans and animals. Animal life provided a source of protein and raw material for clothing and tools. Soil types suggest the area was well suited to maintain these diverse flora and fauna, although the soil types do not suggest a landform conducive to long-term occupation prior to historical drain tiling activities. All these factors indicate that this area possesses potential for the presence of archaeological sites within the Eastwood Terminal location.

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### 3. LITERATURE REVIEW

The literature review study area for this project was produced during the Project Summary Form literature review portion of cultural resources investigations and focuses on the linear BRT corridor, with a buffer that includes adjoining parcels. This study area provides the necessary contextual information regarding previously identified cultural resources and historical information on the project area. Figure 6–33 show the limits of disturbance for the entire project corridor in relation to the data recovered from the Ohio SHPO GIS database. After completing the archaeological disturbance assessment, the focus of literature review efforts for the archaeology study became the Eastwood Terminal location. The report authors examined the following sources from the State Historic Preservation Office, the State Library of Ohio, and various online resources.

- ▶ Mills' (1914) Archaeological Atlas of Ohio
- ▶ Ohio SHPO GIS database
- ▶ Ohio Archaeological Inventory (OAI) forms
- ▶ Contract Cultural Resource Management reports
- ▶ Ohio Historic Inventory (OHI) forms
- ▶ National Historic Landmark listings
- ▶ NRHP files, nomination form files, and Determination of Eligibility files
- ▶ Ohio Historic Bridge Inventory forms
- ▶ Ohio Genealogical Society (OGS) Cemeteries
- ▶ USGS 7.5' and 15' series topographic maps, historical aerial photographs, and Licking County historic atlases

#### 3.1. ARCHAEOLOGICAL ATLAS OF OHIO

The *Archaeological Atlas of Ohio* (Mills 1914) does not indicate any pre-contact resources within or adjacent to the Eastwood Terminal location (Figure 6). The types of resources recorded by Mills typically represent Woodland-period sites, such as enclosures, mounds, and villages. Burials noted by Mills could be associated with any period, but in general, Mills was probably not recording very many sites associated with pre-Woodland occupations. Therefore, Mills' atlas has limited use in assessing the probability of pre-contact sites, although it is useful in understanding the distribution of monumental pre-contact architecture and major habitation sites. However, the relative density of resources on the map pages in Mill's atlas does indicate the likelihood of encountering pre-contact resources, as Woodland people exploited many of the same environmental niches and used similar landforms for habitations as their Archaic predecessors. The closest mound shown is to the north near Summit Station. There are several series of mounds to the east and north clustered along various tributaries of Licking River. These resources will not be impacted by the proposed project; however, they indicate that Etna Township is very archaeologically sensitive.

### 3.2. SHPO DATABASE REVIEW

The Ohio Historic Preservation Office online GIS review initially indicated that the Eastwood Terminal location had not been surveyed and there were no sites located in the APE. However, after fieldwork was performed, L&A staff checked the newly-updated SHPO GIS database that came back online in March 2024 and new information had been added that shows a survey from 2022 coincided with the Eastwood Terminal location, along with one Ohio Archaeology Inventory record that is still under SHPO review (Figure 32). There are 17 other previously recorded archaeological sites within the 2-km study radius for the project; these resources will not be impacted by the undertaking (Table 2).

Site LI3046 within the project area corresponds to a historical farmstead (see discussion of historical maps and aerial photographs below). The site was delineated in 2022 and consisted of a stone foundation/cellar hole and two depressions that correspond to the former location of the farmhouse. Additionally, 50 historical artifacts and one pre-contact artifact were recovered from testing around these features. The site was recommended as not eligible for the National Register of Historic Places. In 2023, the construction of Eastwood Drive West obliterated the site (Dunn and Clark 2022).

Most of the recorded sites in the study radius are of unknown pre-contact affiliations and site types (Table 2). There are three sites with Early Archaic components, two with Late Archaic components, and two with unassigned Woodland components. Two of these sites are mounds known as the Etna Township Mound I and Mound II (LI0045, LI0053). These mounds are not affiliated with any specific period. The rest of the pre-contact sites represent various lithic scatters and transient hunting activity. There are three sites with historical affiliations, two of which are affiliated with nineteenth- twentieth century residences. One of these sites is the National Road Stagecoach Stop Site (LI1020). Additionally, two sites contain both pre-contact and historical components (LI1064, LI2122).

Table 2. OAI sites located within 2 km of the Eastwood Terminal location

| Site # | Site Type                                            | Temporal Affiliation                     | Site Size (m <sup>2</sup> ) |
|--------|------------------------------------------------------|------------------------------------------|-----------------------------|
| LI0045 | Unknown Mound                                        | Unassigned Woodland                      | 501                         |
| LI0053 | Unknown Mound                                        | Unassigned Woodland                      | 308                         |
| LI0376 | Unknown                                              | Early Archaic, Late Archaic              |                             |
| LI0411 | Unknown                                              | Unassigned Prehistoric                   | 72000                       |
| LI0744 | Residential                                          | 1850-1974                                | 900                         |
| LI1020 | Residential, Commercial                              | 19th Century                             | 3498                        |
| LI1064 | Unknown, Residential, Commercial, Social, Recreation | Late Archaic, 19th Century, 20th Century | 6567                        |

| Site # | Site Type            | Temporal Affiliation                                               | Site Size (m <sup>2</sup> ) |
|--------|----------------------|--------------------------------------------------------------------|-----------------------------|
| LI1066 | Unknown              | Unassigned Prehistoric                                             | 15394                       |
| LI1085 | Residential          | 19th Century, 20th Century                                         | 251                         |
| LI1833 | Unknown              | Unassigned Prehistoric                                             | 19                          |
| LI1834 | Unknown              | Early Archaic                                                      | 15                          |
| LI1835 | Unknown              | Unassigned Prehistoric                                             | 139                         |
| LI1836 | Unknown              | Early Archaic                                                      | 33                          |
| LI1837 | Unknown              | Unassigned Prehistoric                                             | 26                          |
| LI2112 | Unknown              | Unassigned Prehistoric, Historic                                   | 597                         |
| LI2679 | Unknown              | Unassigned Prehistoric                                             | 1                           |
| LI2680 | Unknown              | Unassigned Prehistoric                                             | 1                           |
| LI3046 | Unknown; Residential | Unassigned Prehistoric; 19 <sup>th</sup> -20 <sup>th</sup> century | 7517                        |

A review of the OHI resources did not indicate any resources within the Eastwood Terminal location, however there are 10 resources located within the literature review study radius (Table 4, Figure 7). As historical resources are covered in a separate report (Carmichael and Elliott 2025), no further consideration of these historical resources is required in this document.

Table 3. OHI Resources within the Study Radius

| OHI Number | Name                                 | Address                              | Style      | Use                  | Date |
|------------|--------------------------------------|--------------------------------------|------------|----------------------|------|
| LIC0086625 | Ohio Dept of Ag Farm/<br>Harmon Farm | 14780 SW Palmer Rd,<br>Etna Twp      | Federal    | Single Dwelling      | 1864 |
| LIC0086825 | Walter Humrichouse House             | 8530 Taylor Rd, Etna Twp             | Vernacular | Single Dwelling      | 1875 |
| LIC0101425 | US 40 Concrete Box Culvert           | US 40/Trib Blacklick Creek, Etna Twp | n/a        | Road/Vehicle Related | 1960 |
| LIC0101625 | US 40 Concrete Box Culvert           | US 40/Trib Blacklick Creek, Etna Twp | n/a        | Road/Vehicle Related | 1960 |

|            |                                                     |                                   |                                |                      |               |
|------------|-----------------------------------------------------|-----------------------------------|--------------------------------|----------------------|---------------|
| LIC0101825 | Don's Body Shop, Inc                                | 13169 National Rd (US 40), Wagram | n/a                            | Road/Vehicle Related | 1935          |
| LIC0117025 | House, 15579 Palmer Rd                              | 15579 Palmer Rd, Reynoldsburg     | Vernacular                     | Commercial           | ca. 1840-1860 |
| LIC0126325 | Young Property                                      | 8450 E Main St, Etna Twp          | Federal                        | Commercial           | 1830          |
| LIC0126425 | Hittle Property                                     | 8500 E Main St, Etna Twp          | Vernacular                     | Single Dwelling      | 1950          |
| LIC0141325 | Bryan & Denetta Wolfe House/ Calvin D. Bethel House | 205 Ballman Ave, Reynoldsburg     | No academic style - Vernacular | Single Dwelling      | 1947          |
| LIC0146125 | 15313 Palmer Road                                   | 15313 Palmer Rd SW, Etna          | No academic style - Vernacular | Single Dwelling      | c. 1910       |

There is one NRHP listing within the study radius: the Etna Township Mounds I And II (ID# 1235), approximately 1 mile south of the Eastwood Terminal location and listed under Criterion D (Figure 7). There is one Determination of Eligibility (DOE) file within the study radius. 8995 E Main St (DOE ID# 829) is considered eligible under Criteria A and C. There are no nomination form files or historic districts recorded within the study radius. No Ohio Historic Bridge Inventory forms are indicated within the study radius. There are two OGS cemeteries in the GIS data within the 2-km study radius. The Glen Rest Memorial Estate and Glen Rest Memorial Estate (Glen Rest) represent the same cemetery with two different listings. This cemetery is approximately one mile west of the Eastwood Terminal location and was established in 1936. The proposed project will not impact any of the resources listed above.

### 3.3. HISTORICAL MAPS AND AERIAL PHOTOGRAPHY

Examination of available historical maps dating to the mid-nineteenth century allows for a reconstruction of landscape history and can identify the potential for historical sites within a project area. The 1875 Etna Township plat map shows the Eastwood Terminal location was owned by A. Scofield (Figure 33). Two buildings are listed within the parcel, one in the southwest corner and one in the southern central portion. Orchards are shown adjacent to these buildings, indicating they are likely farmsteads. The 1955 USGS Reynoldsburg, Ohio 15' Series Topographic Map shows one building present within the Eastwood Terminal location (Figure 34). This is likely the same farmstead previously mentioned in the southern central portion. No other buildings are present on this map.

Aerial photographs as early as 1953 depicting the Eastwood Terminal location are available online (NETR 2025; Google Earth). At that time the location was entirely agricultural fields with a small farmstead, consisting of a house and a barn, present in the southern portion, corresponding to the historical maps. The Eastwood Terminal location remained unchanged until at least 1967 when the house is no longer present. By 1979, the area had reforested. Housing developments to the east and west of the project area have expanded. In 2006,

the area is completely wooded aside from the barn and a portion of manicured grass surrounding the building; the barn would be removed at some point before 2010. The Eastwood Terminal location remained unchanged from this state until 2023 when a housing development began construction within the project area and to the north, resulting in visible severe ground disturbance related to grading within the southwest portion of the project area and where the current Eastwood Drive accesses US 40. The western entrance for Eastwood Drive goes straight through the former location of the farmstead documented on earlier maps and photographs.

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## 4. ARCHAEOLOGICAL DISTURBANCE ASSESSMENT

L&A subjected the full 13.6-mile length of the East Main Street BRT corridor to an archaeological disturbance assessment. The purpose of the assessment was to determine if any locations within the heavily-urbanized project corridor's limits of disturbance retained the potential for intact archaeological resources. Figure 7 through Figure 32 shows the limits of disturbance in relation to previously identified cultural resources as documented in the Ohio SHPO database, helping to provide context for the disturbance assessment findings.

Examination of the limits of disturbance overlaid on modern aerial photography allowed for the authors to determine locations where ground-disturbing activities may occur in locations retaining potential for archaeological resources. For the most part, the limits of disturbance are within heavily developed urban contexts. Prior disturbances identified that would greatly diminish the potential for archaeological resources include street construction, utility installation, building construction and demolition, and similar actions. Very few areas within the limits of disturbance are not occupied by development that would prevent standard archaeological survey methods to be employed. Upon review of the aerial photographs and limits of disturbance, the authors identified 14 such locations that needed further assessment for the potential to retain archaeological resources.

The first location is a small bump-out to the north of E. Main Street west of 18<sup>th</sup> Avenue (Figure 10). This 0.1-acre site is currently part of Blackburn Park, but examination of historical aerial photography shows that it was formerly occupied by multi-story buildings demolished in the 1970s, with the area graded and filled for park development. This location is determined to possess no potential for intact, significant archaeological deposits.

The second location is directly south of the first location (Figure 10), and is serving as a small, somewhat informal park with benches and shrubbery. Up through the early 1970s, a small building completely occupied this parcel; it was demolished by 1980. This location is determined to possess no potential for intact, significant archaeological deposits.

The third location (Figure 11) is a set of parcels that formerly held residential lots on the north side of E. Main Street, between S. 22nd Street and S. Ohio Avenue (one house is still extant- the LOD excludes this parcel). The 1953 aerial photograph shows all the individual lots in this location occupied by houses, with very little backyard space. Eight houses fronted E. Main Street, while another eight fronted E. Cherry Street. By 1970, demolitions had started on this parcel, continuing up into the twenty-first century. While these were historical residences, the amount of demolition-related disturbance and the lack of open space that could have held archaeological deposits historically indicated a very low potential for significant archaeological deposits.

The fourth location is south of E. Main Street and west of Oakwood Avenue (Figure 11). This parcel was formerly occupied by three houses, present up through the 1980s. All three houses were demolished in the 1990s and the lots have remained vacant since. Aerial photographs in the early 2000s show some form of ground disturbance in the western part of the parcel. This location is determined to possess no potential for intact, significant archaeological deposits.



The fifth location is north of E. Main Street and west of Maclee Alley (Figure 11), which was fully occupied by buildings that were demolished in the last 40 years. This location is determined to possess no potential for intact, significant archaeological deposits.

The sixth location is along E. Main Street and Linwood Avenue (Figure 11). Like the nearby fifth location, this parcel was also formerly occupied by buildings that were demolished in the last 40 years. The location is determined to possess no potential for intact, significant archaeological deposits.

The seventh location is north of E. Main Street and west of Miller Avenue, being a single vacant lot (Figure 12). Aerial imagery indicates the lot was fully occupied by a commercial building (possibly an addition to the extant building adjacent to the lot) up through the early 1980s, when it was removed. Immediately to the east were three smaller buildings, all of which were demolished by 2007. The location is determined to possess no potential for intact, significant archaeological deposits.

The eighth location is east of Miller Avenue and north of E. Main Street, being a vacant lot adjacent to the St. Vincent school (Figure 12). A small commercial building was present up to 2016, when it was demolished and the lot graded. The location is determined to possess no potential for intact, significant archaeological deposits.

The ninth location is a commercial lot on the northeast corner of Kelton Avenue and E. Main Street, currently occupied by a vacant Church's Chicken restaurant and its parking lot (Figure 12). The restaurant has only recently been closed. The restaurant was built in the late 1970s, before which the lot appears to have held at least two different commercial buildings, possibly being early fast food restaurants or a gas station. There is no indication that this parcel would contain any intact, significant archaeological deposits.

The tenth location is east of Bulen Avenue and north of E. Main Street (Figure 13). This small bump-out (0.05 acres) was formerly a house location that was demolished in the last 10 years. The small size of this location and the recent demolition that would have involved extensive use of heavy machinery indicates that the potential for intact, significant archaeological resources here is unlikely.

The eleventh location is south of E. Main Street and west of Lucille McIntyre Place (Figure 13). Currently a vacant lot sitting between a parking lot and Lucille McIntyre Place, this parcel was fully occupied by small, narrow buildings up into the early 1980s. The buildings were demolished when Lucille McIntyre Place was constructed. There is no indication that this parcel would contain any intact, significant archaeological deposits.

The twelfth location is west of Alum Creek Drive and south of E. Main Street (Figure 13). This location has two southern extensions coming off current right-of-way amounting to around 0.2 acres of area. The western, larger area had buildings and a parking lot present until about 1971, removed at that time for the construction of Alum Creek Drive. The historical aerial photographs indicate significant ground disturbance resulting from that work. The smaller area to the east is along the Alum Creek multi-use trail; this area is steeply sloped and would have seen some disturbance from trail construction. Both extensions are determined to possess no potential for intact, significant archaeological deposits.

The thirteenth location is west of Weyant Avenue and north of E. Main Street (Figure 17). The approximately 0.1-acre area is an undeveloped lot with disturbance from the removal of a road lane cutting through the

south end. Review of historical maps and aerial photographs do not indicate that this lot was ever occupied by a building but did experience tree clearance in the early 1950s followed by construction of the cut-through lane; the remainder of the lot was used for parking. Thus, the potential for significant archaeological resources related to the urban development of Columbus is deemed very low. The location is also distant from any sources of flowing water and is considered to have low potential for pre-contact archaeological resources. The potential for this location to possess intact, significant archaeological resources is very low.

The fourteenth location is the Eastwood Terminal site, at the eastern end of the BRT corridor (Figure 32). This 14.7-acre parcel does possess archaeological potential from the former presence of a historical farmstead and the potential to encounter evidence of pre-contact resource acquisition activities. This site was selected for further archaeological testing as documented in this report in Section 7, below.

In summary, the majority of the East Main Street BRT corridor lacks the potential to contain significant archaeological resources due to a combination of disturbances related to development and demolition activities over the course of the twentieth century. One location, the Eastwood Terminal site, is the exception and was surveyed for this project.

## 5. RESEARCH DESIGN

This research design presents a framework within which the Phase I survey at the Eastwood Terminal location was conducted. The remainder of the East Main Street BRT project area was excluded from this research design. The purpose of the Phase I survey is to identify any cultural resources that will be affected by the proposed project, typically consisting of archaeological deposits and architectural resources 50 years or older. Once cultural resources are identified, the principal investigator evaluates each archaeological site or historic resource for characteristics of integrity and significance, which are key factors in determining eligibility of each resource for the National Register of Historic Places (NRHP). To be listed in the NRHP, a property must be significant to one or more aspects of American history, architecture, archaeology, or culture. For a property to be considered eligible, it must meet at least one of the following criteria:

- A. be associated with events that have made significant contributions to the broad patterns of our history; or,
- B. be associated with the lives of persons significant in our past; or,
- C. embody the distinctive characteristics of type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or,
- D. have yielded, or be likely to yield, information important to prehistory or history.

In addition to meeting one or more of the above criteria, a property must also possess integrity: how a property conveys authenticity through the survival of physical characteristics associated with the period of significance for the property. Cultural resource management (CRM) specialists evaluate integrity according to the following aspects: location, design, setting, materials, workmanship, feeling, and association. A property considered eligible for the NRHP will always display several, if not all, of the aspects of integrity, defined below (Little et al. 2000):

1. Location – the place where the historic property was constructed or the place where the historic event took place.
2. Design – the combination of elements that create the form, plan, space, structure, and style of the property.
3. Setting – the physical environment of a historic property.
4. Materials – the physical elements of a property. The property must retain the key exterior materials dating from the period of significance.
5. Workmanship – the physical evidence of the crafts of a culture during any given period in history.
6. Feeling – a property's expression of the aesthetic or historic sense of a period.
7. Association – direct link between an important historic event or person and a historic property.

CRM specialists typically evaluate architectural resources under NRHP Criteria A-C and archaeological sites under NRHP Criterion D. However, certain archaeological sites can also be eligible under Criteria A-C. For an archaeological site to be eligible for the NRHP, it must have the potential to yield data important in answering specific research questions critical to the understanding of the past, and it must display enough physical integrity to allow proper evaluation of that data. If archaeologists cannot recover sufficient data during the Phase I survey to determine the eligibility of the resource, more intensive work may be required to determine the eligibility of the resource and consequently, the effect of the project on the resource. The principal investigator designed the Phase I survey to address the following research questions, prepared from analysis of the results of the environmental and literature review:

1. What types of cultural resources are present or can be expected to be present within the Eastwood Terminal location, based on environmental factors and knowledge of past cultural development within the region?
2. If present, what is the significance of the cultural resources in relation to identified historical themes and periods?
3. Is further investigation of any identified cultural resources warranted?

## 6. METHODS

### 6.1. ARCHAEOLOGICAL FIELD METHODS

The field crew used two methods of investigation during the archaeological survey: visual inspection and subsurface excavation. The field director recorded additional information such as field conditions, methods of investigation, and site locations. The crew documented all identified cultural resource locations using a Trimble R1 GNSS receiver (sub-meter accuracy) with a GPS enabled iPad operating Esri ArcGIS for data collection. The crew took photographs of the project area as deemed appropriate. The field director kept a GIS photolog record of the photographs keyed to project mapping.

#### 6.1.1. Visual Inspection

The crew visually inspected the entire surveyed area to identify readily apparent cultural resources, such as mounds, earthworks, buildings, or structural remnants of such. Additionally, visual inspection recorded any conditions precluding physical testing, such as disturbed areas, steep slope, and inundated areas (wetlands, streams, ponds, etc.).

#### 6.1.2. Subsurface Excavation

Systematic STU excavation took place in areas with less than 15 degrees of slope and poor ground surface visibility (less than 50 percent) that had not previously been subjected to standardized archaeological survey. The crew excavated STUs at 30 m (100 ft) intervals, and each unit measured 50 cm<sup>2</sup> (19.7 in<sup>2</sup>). In consultation with the Ohio SHPO, 30 m intervals is deemed appropriate in poorly drained soil conditions where cultural resources are otherwise not suspected. In the areas surrounding the location of the previously discussed farmstead, the crew excavated units at an interval of 7.5 m (25 ft). Crew members troweled the walls and floor of each unit clean to determine the depth of the plow zone and if in situ cultural remains were present. The crew screened all soil from each STU through 0.64-cm (0.25-in) hardware cloth to aid in the recovery of any cultural material present. The field director took notes on the soil color, texture, depth, and the presence or absence of artifacts for each STU.

If disturbed soils were present in the top 10 cm of a STU, the crew member converted the test unit type to a shovel probe and excavated it to a depth to allow a determination of the extent of disturbance in that location (usually 15-20 cmbs). An excavator visually inspected and troweled through soil in shovel probes but did not systematically screen for artifacts.

## 7. RESULTS OF THE ARCHAEOLOGICAL SURVEY

The crew conducted fieldwork in April of 2025. During the survey the weather was warm and cloudy (65°F). L&A staff archaeologists used subsurface testing and visual inspection to survey the project (Figure 35). Most of the Eastwood Terminal location was within wooded areas and manicured grass/shrub conditions. These areas were subjected to subsurface testing. The newly-constructed Eastwood Drive cuts through the location. These areas were visually inspected. The perimeter of the Eastwood Terminal location showed signs of disturbance visible from the surface. The archaeological investigations did not result in the identification of new archaeological resources and confirmed the destruction of previously identified site LI3046.

### 7.1. VISUALLY INSPECTED AREAS

The Eastwood Terminal location was visually inspected for surface evidence of archaeological sites apart from artifacts, as well as to identify any areas of disturbance that would have removed archaeological deposits or prevent survey. There were no indications of any archaeological features such as mounds, earthworks, or depressions such as cellar holes or outhouse shafts observed within the surveyed area.

Areas visibly disturbed in the 2023 aerial photograph from the residential development construction in 2024 still showed signs of disturbance and were excluded from subsurface testing. The area adjacent to SR 40 also displayed these conditions. All these areas were visually inspected with no indication that intact soils persist; additionally, visual inspection helped confirm the absence of site LI3046.

### 7.2. SUBSURFACE EXCAVATIONS

Most of the Eastwood Terminal location was in wooded conditions and was not located in marked wetlands. L&A archaeologists excavated 70 STUs and 14 shovel probes in these areas. A typical test unit displaying the poorly drained soil conditions as well as a disturbed shovel probe are presented in Figure 36. No artifacts were recovered, and no evidence was observed in the STUs that would indicate any subsurface features or deposits related to the former farmstead remain after its gradual demolition in the twentieth and twenty-first centuries, followed by the extensive disturbances in the last two years. L&A attempted to determine if parts of the farmstead extended further west from the area disturbed through construction but did not encounter any artifacts or evidence for subsurface features. No previously unrecorded archaeological sites were identified during the investigations, and no evidence suggesting any remnant of site LI3046 survived the residential construction project was observed.



## 8. DISCUSSION OF RESEARCH QUESTIONS

The project research design addressed the potential of the Eastwood Terminal location to contain cultural resources and to analyze the significance of any resources to determine if the project may effect any that were identified. The three general questions posited in the Research Design (Section 5.0) can be answered here, using the results of fieldwork as analyzed regarding the information from the environmental and cultural resources literature review.

1. What types of cultural resources are present or can be expected to be present within the Eastwood Terminal location, based on environmental factors and knowledge of past cultural development within the region?

The environmental and cultural context of the Eastwood Terminal location would suggest no more than ephemeral uses during the pre-contact era by small groups practicing resource procurement strategies. LI3046 was formerly present in the APE, representing a small farmstead with an isolated pre-contact component. However, no evidence was recovered suggesting the presence of archaeological deposits associated with the farmstead beyond the delineated site boundaries and the site can be considered destroyed. No other archaeological resources were identified within the APE.

2. If present, what is the significance of the cultural resources in relation to identified historical themes and periods?

No resources are known to currently exist in the APE.

3. Is further investigation of any identified cultural resources warranted?

No further investigation is warranted.

## 9. SUMMARY AND CONCLUSIONS

Lawhon & Associates, Inc. (L&A) conducted an archaeological disturbance assessment of the proposed East Main Bus Rapid Transit corridor in Franklin and Licking counties, Ohio, followed by a Phase I archaeological survey of the proposed Eastwood Terminal at the eastern end of the corridor in Licking County. The disturbance assessment determined that the only portion of the proposed BRT corridor that had the potential to retain intact archaeological deposits was the Eastwood Terminal location; all other areas were either completely developed or were determined to lack any characteristics that would suggest the potential for the presence of archaeological resources. The Eastwood Terminal location survey involved subsurface excavations and visual inspection. L&A determined after fieldwork was completed that this location had been previously surveyed and one archaeological site identified, LI3046, as a result (Dunn and Clark 2022). The current survey found no evidence of subsurface features or artifacts associated with this site and no other archaeological resources were identified elsewhere in the location. Based on the literature review and field investigation, no archaeological resources were identified, and no further archaeological investigation is recommended.

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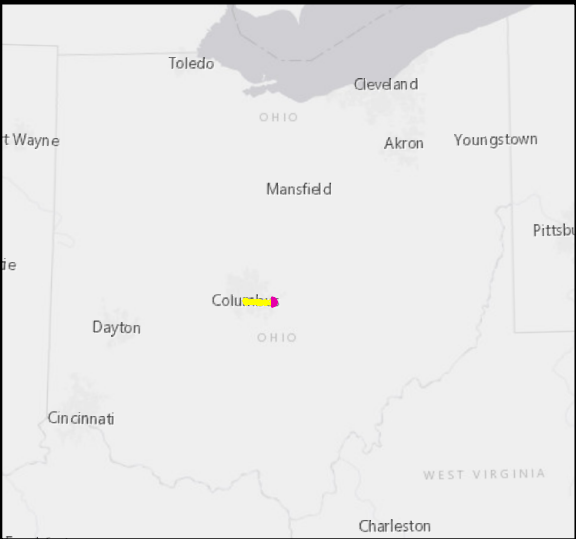
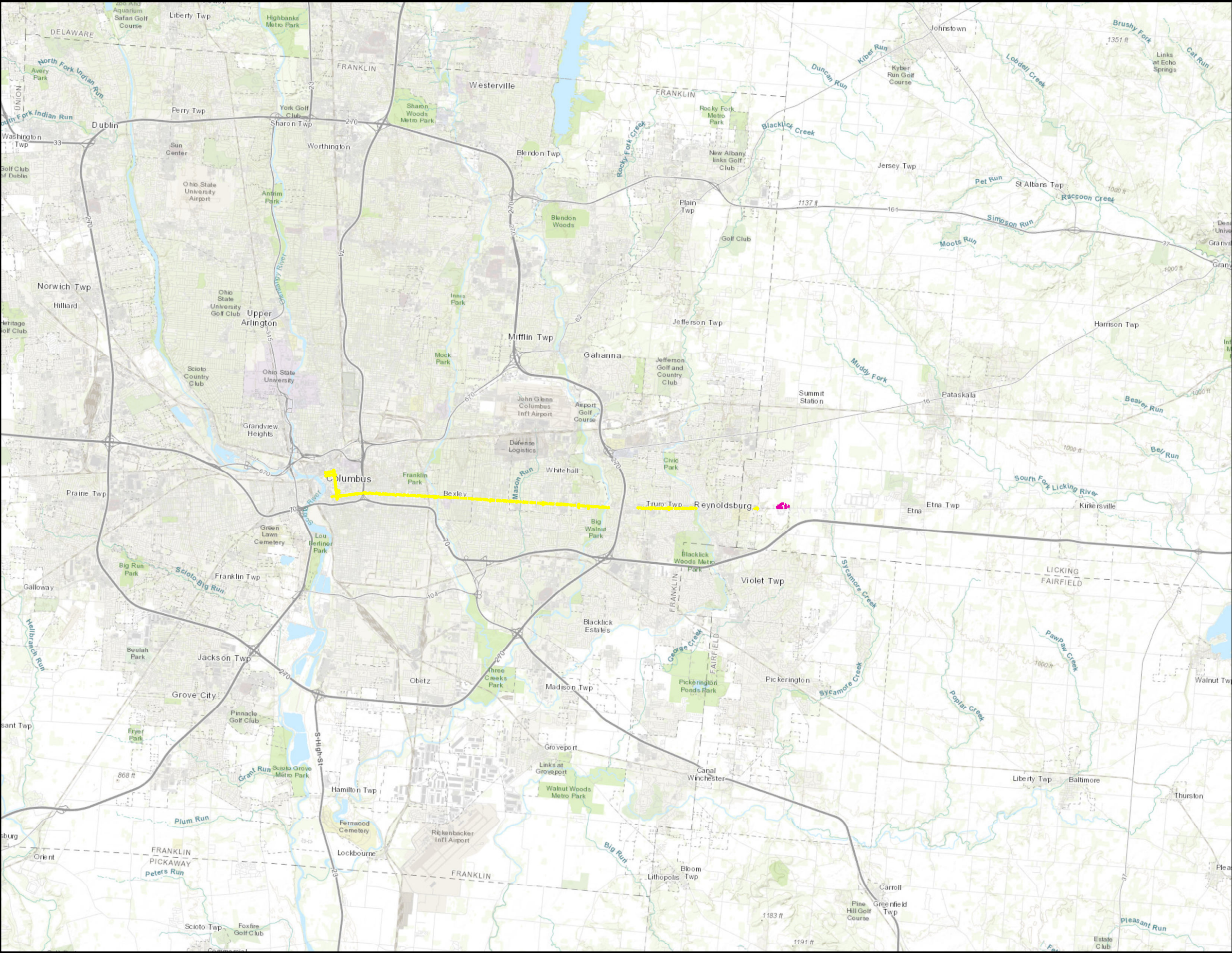
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## 11. FIGURES

DRAFT





Extend Indicator Map

**Legend**

- Project Area
- Limits of Disturbance

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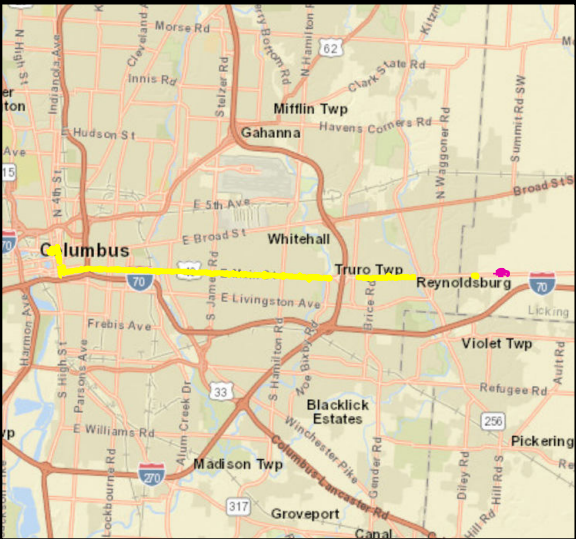
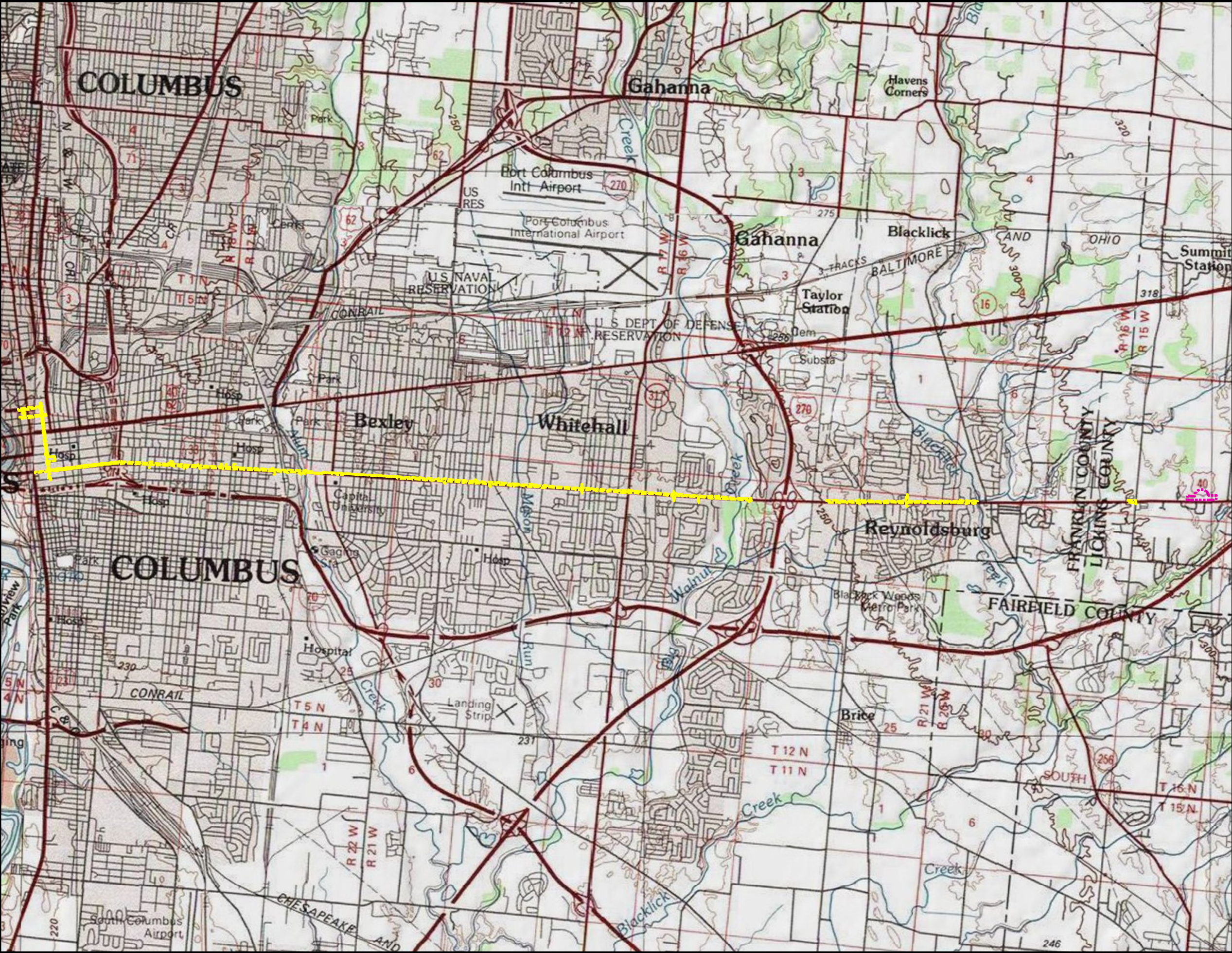
**COTA East Main BRT**

County Map with an Overview of Ohio

**Lawhon & Associates, Inc.**

|                     |                    |                    |             |
|---------------------|--------------------|--------------------|-------------|
| Date:<br>April 2025 | Approved by:<br>SD | L&A No.<br>24-0088 | Figure<br>1 |
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Extend Indicator Map

**Legend**

- Project Area
- Limits of Disturbance

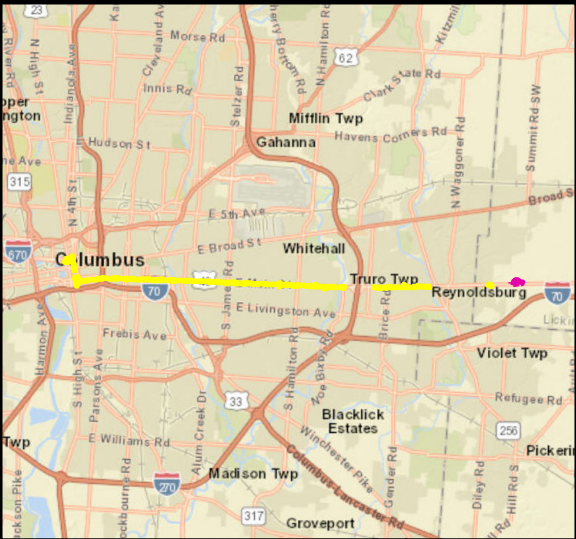
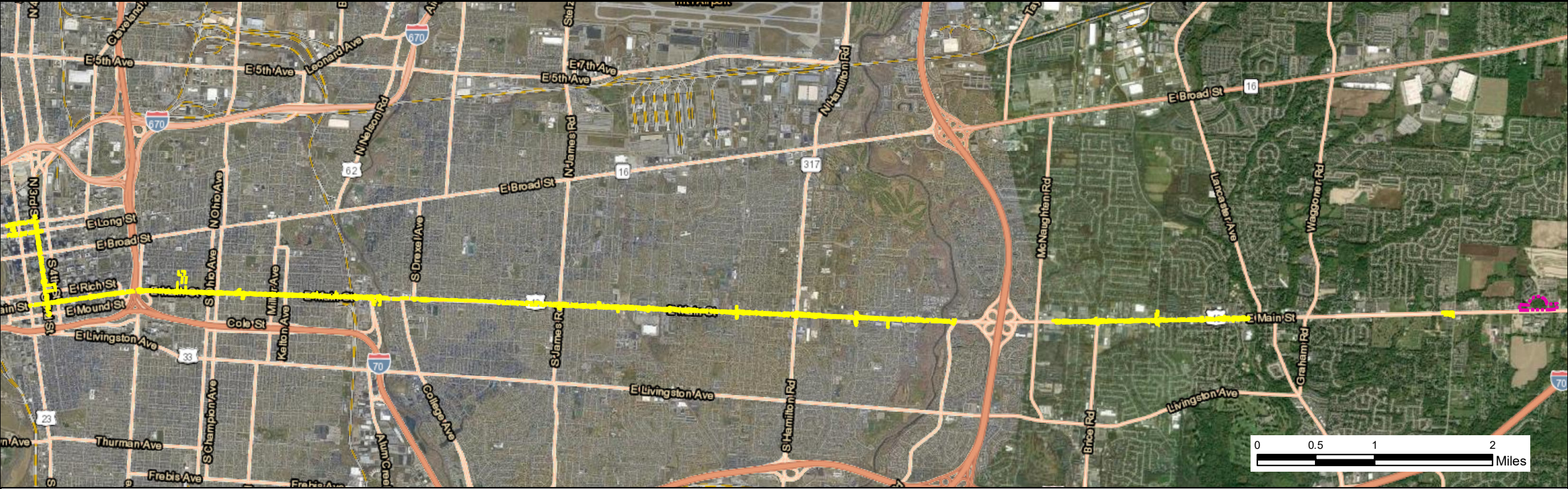
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**COTA East Main BRT**

Modern Topographic Map

Lawton & Associates, Inc.





Extend Indicator Map

**Legend**

- Project Area
- Limits of Disturbance



COTA East Main BRT

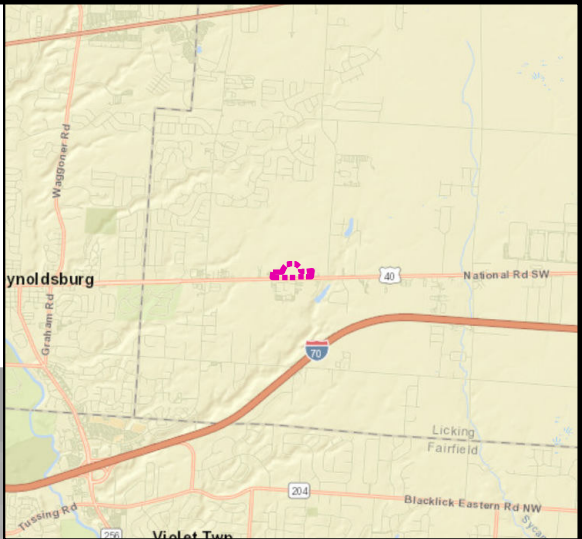
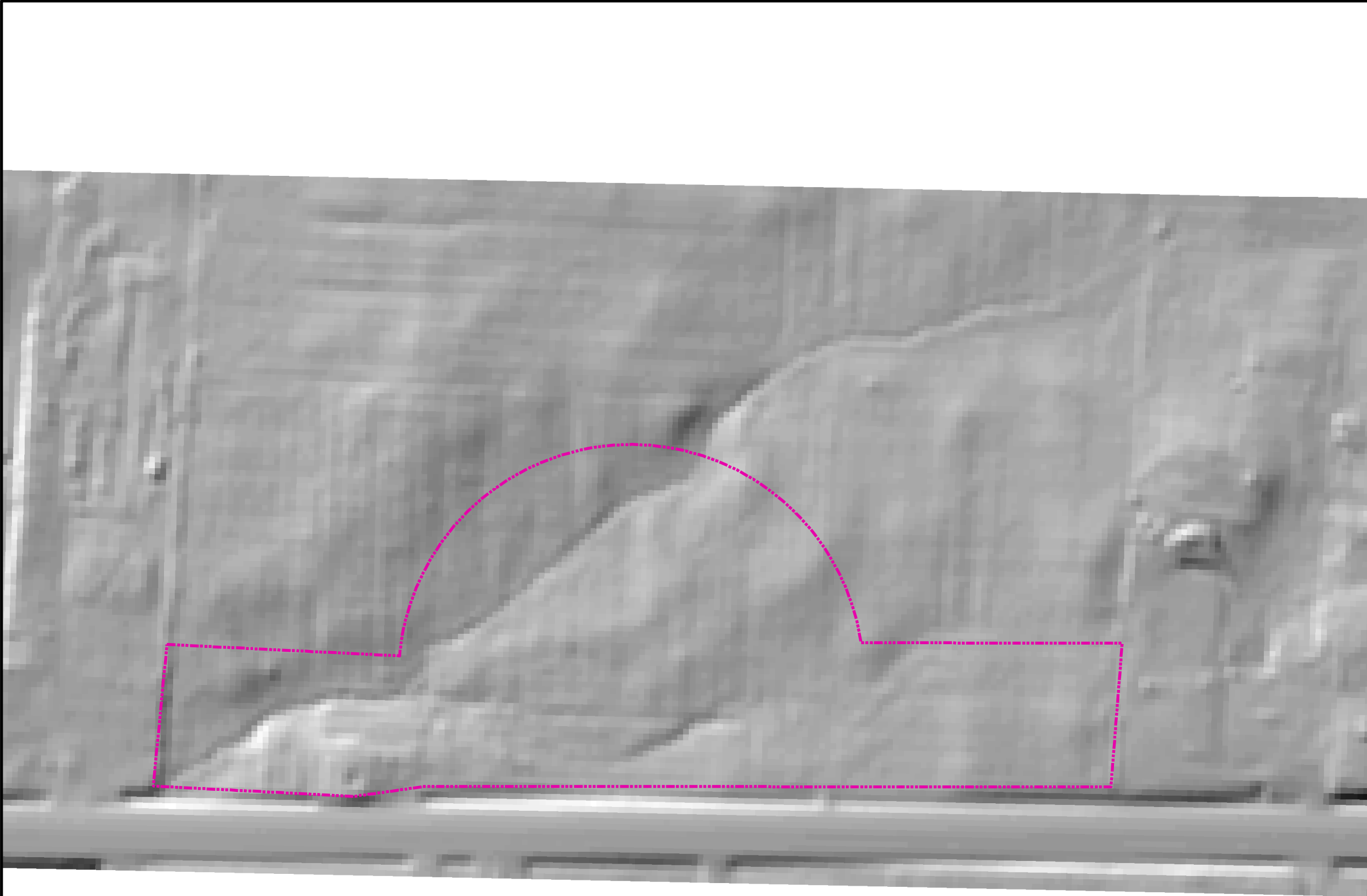
Modern Aerial Imagery Map



Lawhon & Associates, Inc.

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| Date:<br>April 2025 | Approved by:<br>SD | L&A No.<br>24-0088 | Figure<br>3 |
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Extend Indicator Map

**Legend**

 Project Area

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0 50 100 200 300 400 Feet

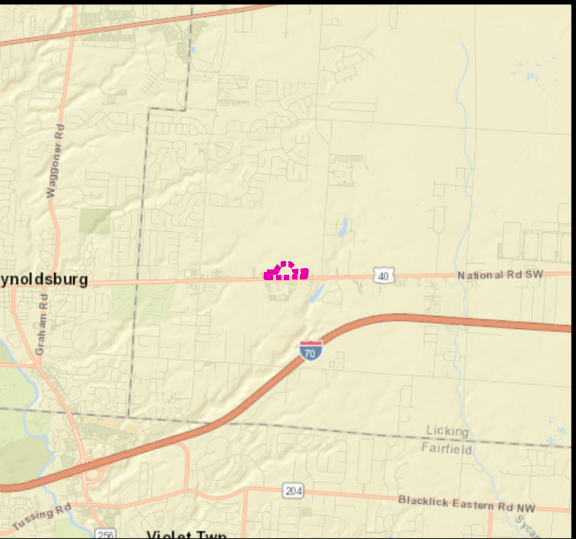
**COTA East Main BRT**

LiDAR-Based Digital  
Surface Model of  
Eastwood Terminal  
Location

  
Lawhon & Associates, Inc.

|                     |                    |                    |             |
|---------------------|--------------------|--------------------|-------------|
| Date:<br>April 2025 | Approved by:<br>SD | L&A No.<br>24-0088 | Figure<br>4 |
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**Extend Indicator Map**

**Legend**

Project Area

**Soil Type**

BeA

BeB

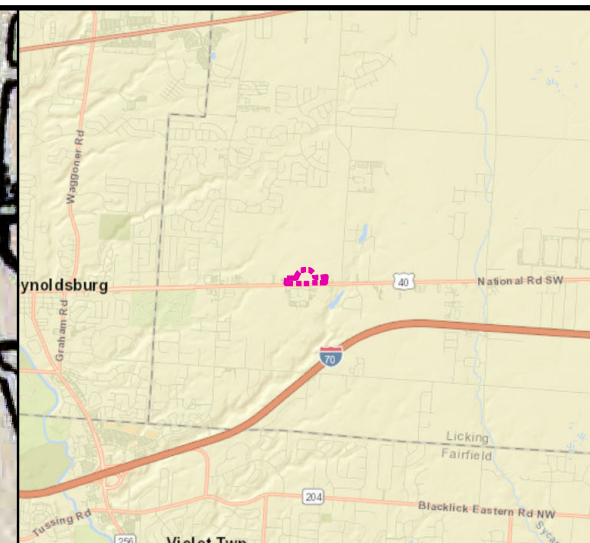
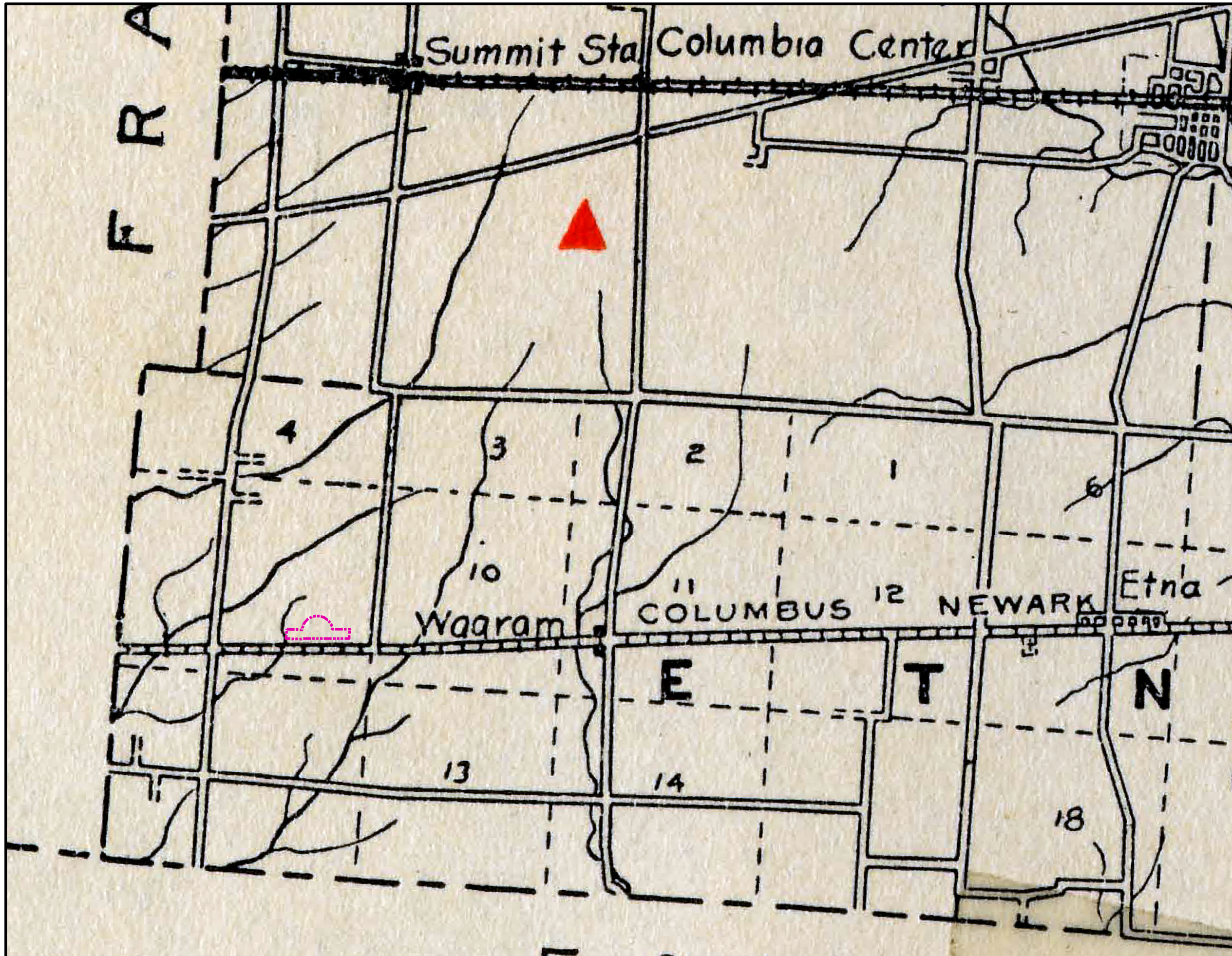
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| COTA East Main BRT                      |                    |                    |             |
| Soils Map of Eastwood Terminal Location |                    |                    |             |
| Date:<br>April 2025                     | Approved by:<br>SD | L&A No.<br>24-0088 | Figure<br>5 |

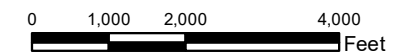




Extend Indicator Map

### Legend

 Project Area



### COTA East Main BRT

Detail of Licking County  
map from Mills' 1914  
*Archaeological Atlas of  
Ohio*



Lawhon & Associates, Inc.

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| Date:<br>April 2025 | Approved by:<br>SD | L&A No.<br>24-0088 | Figure<br>6 |
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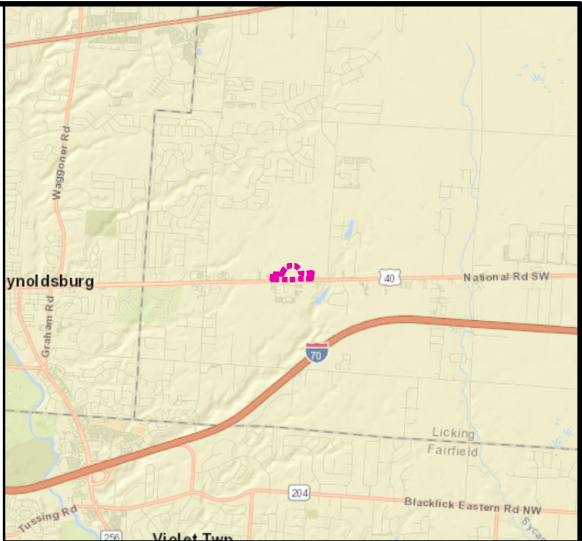
Edited: 4/25/2025 By: afragey

Source: Esri



NOTE: Figures 7-32 removed from this version  
to protect sensitive information





Legend

 Project Area



0 500 1,000 Feet

COTA East Main BRT

1875 Plat Map of  
Etna Township



Lawhon & Associates, Inc.

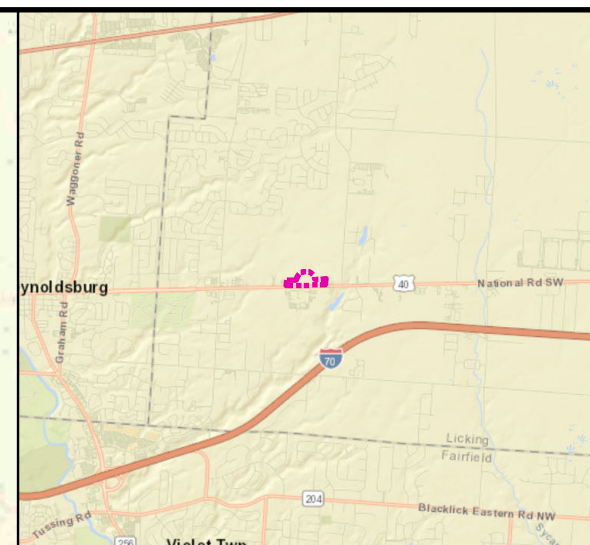
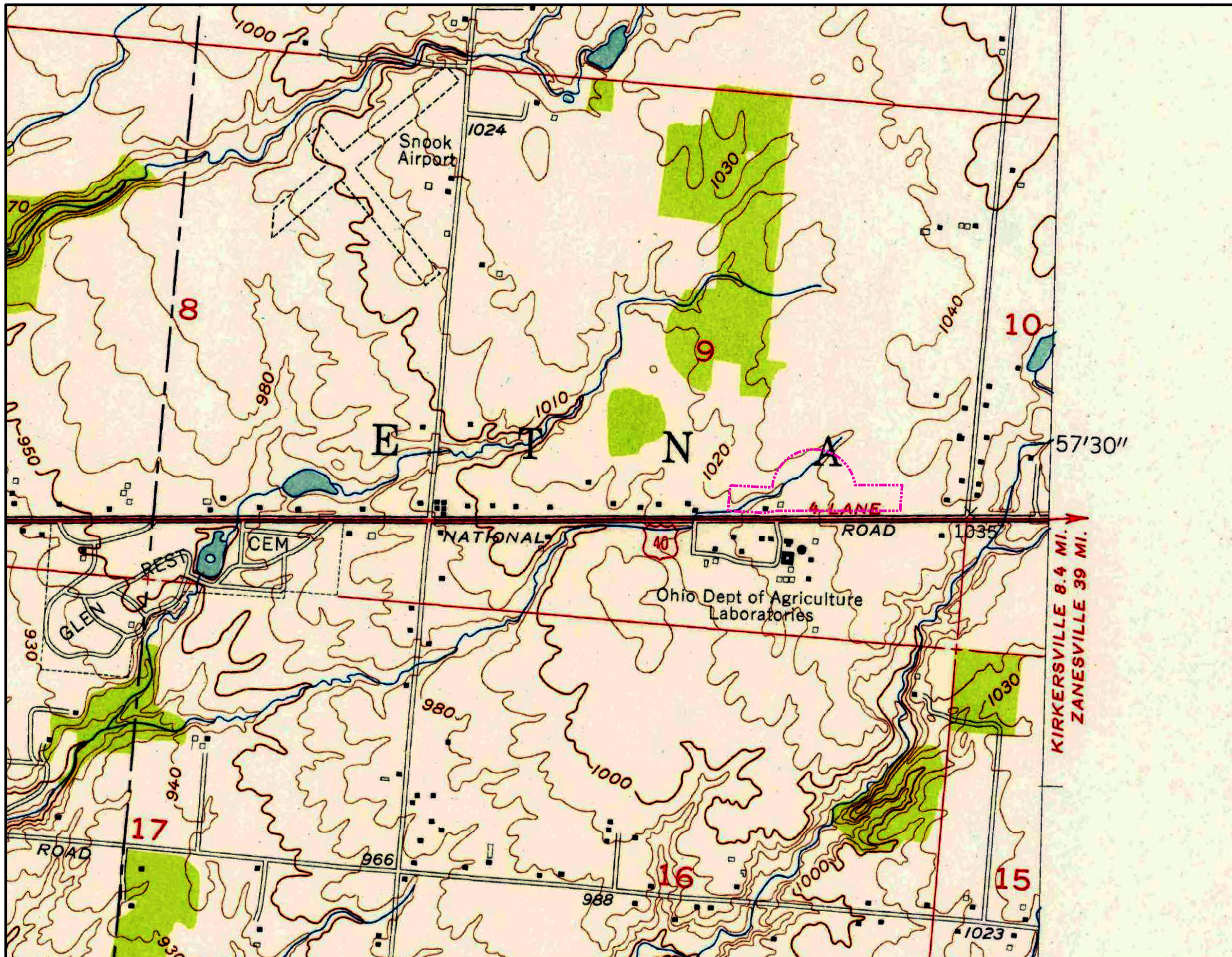
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April 2025

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SD

L&A No.  
24-0088

Figure  
33

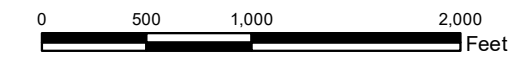




Extend Indicator Map

### Legend

Project Area



### COTA East Main BRT

1955 USGS Reynoldsburg,  
Ohio 15' Series Topo Map

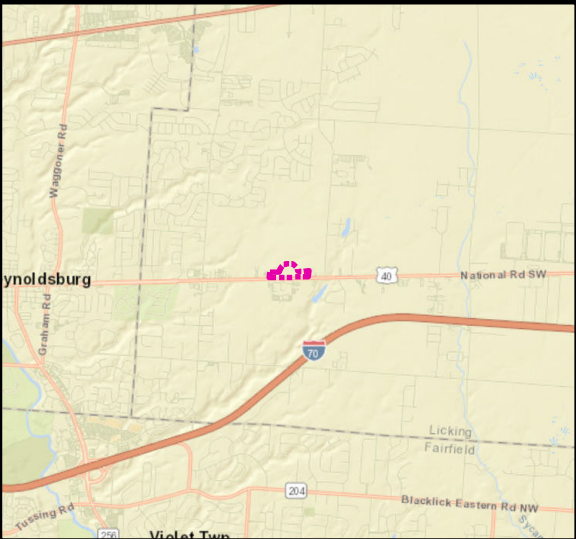


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Source: Esri World Imagery



Extend Indicator Map

### Legend

- Project Area
- Negative Shovel Test Unit
- Disturbed Shovel Probe
- OAI Boundary
- Visually Inspected Area
- Photo Location

N

0 50 100 200 300 Feet

**COTA East Main BRT**

Fieldwork Schematic

Lawhon & Associates, Inc.

|                     |                    |                    |              |
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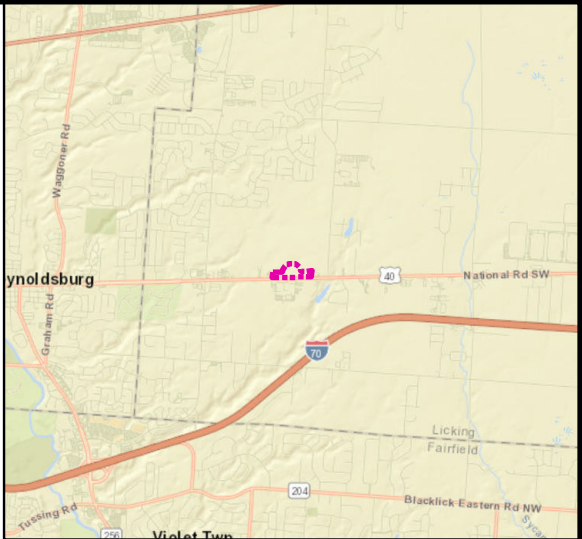




Typical shovel test unit showing Bennington soils



Typical disturbed soils found in shovel probes



Extend Indicator Map

COTA East Main BRT

Typical Test Unit  
and Shovel Probe



Lawhon & Associates, Inc.

Date:  
April 2025

Approved by:  
SD

L&A No.  
24-0088

Figure  
36



## 12. PHOTOGRAPHS

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*Photo 1. View from the center of the project area, facing north*



*Photo 2. View from the center of the project area, facing east*





*Photo 3. View from the center of the project area, facing south*



*Photo 4. View from the center of the project area, facing west*





*Photo 5. Overview of the conditions within the eastern portion of the project area*



*Photo 6. Overview of the conditions within the western portion of the project area*





*Photo 7. View of one of the paved roads and adjacent sidewalks on the eastern side of the project area*



*Photo 8. View of the disturbed area from recent construction activities*